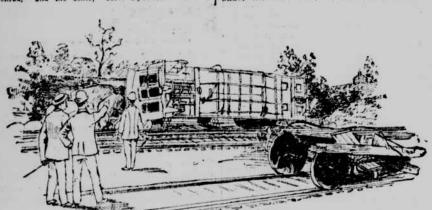
PHELAN, JOSEPH M., No. 1,536 Madison-ave., an actor. whose stage name was George Fielding. He was identified by his brother, Edward Phean.

STEIN, MAX, No. 338 East Fifty-second-st., thirty-eight years old, bookkeeper for Abra, Stein & Co., No. 97 Gold-st. He is an Austrian and has been in this country only six months. Identified by Samuel Gold-man, with whom he roomed. He has relatives at No. 311 East Seventy-second-st.

811 East Seventy-second-st.

Of what had happened. Then a locomotive was brought into use to take Drs. Valentine, Kenof Eisidg & Co., Nos. 47 and 49 Front-st., in B. nedy, McKeon, Fry, Burnster, Doyle, Burke and Spacth to the wreck. When they arrived there UNKNOWN WOMAN, young: Bedis mangled; were was more light upon the scene. They saw a enamel gold and open face watch, diamond carrings, a man thrown across the boiler of the engine, caught breastpin with pearls in the centre, and a gold watch so that he could not save himself from roasting



SCENE OF THE WRECK AS IT APPEARED YESTERDAY AFTERNOON.

for pew rent in St. Francis Xavier's Caurch, ; a heavy piece of timber. They saw the head

WEINSTEIN, SIDNEY, fourteen years old. Identified, by medal. Son of Mrs. Betha Weinstein, who is dead, and Aaron Weinstein, who is likely to die. WEINSTEIN, Mrs BERTHA, No. 317 East Fifty-cighthst. Killed by being impaled on a piece of timter.

THE INJURED. BARRON, JAMES, No. 774 Second-ave., New-York; in-ternal injuries; St. John's Hospital; will recover.

BOYLEY, JOHN, No. 41 First-st., New-York. BRADY, JAMES, No. 263 West Seventeenth st., New-York; fracture of arm, scalp wounds, bruises; at St. John's Hospital; will recover.

BUCK, HARRY, No. 30 West Fifty-first-st., New-York badly out about head, body bruised; taken home. Con

COX. MARTIN, No. 441 East Fourteenth-st., New-York. DORKIN, KATE, No. 228 East One-hundred-and-thirdst., New-York : hadly shocked : carried home.

FINLEY, H. E., conductor of Manhattan Beach train.

FORSHIAM, MORRIS, twenty-cinht years old, No. 165 Fast One-hundred-and-sixth-st., New-York; right log broken, contusion of eye and face; St. John's Hospital;

GRAEVEN, ELENOR F., No. 1,550 Broadway, New-York; badly scalded; St. Joha's Hospital; injuries

GRAEVEN, THEODORE, fifty-five years old, No. 1,000 John's Hospital; serious condition

HAHN, JOHN, twenty-six years old, No. 495 Broadway, Actoria; in smal injuries; St. John's Hospital; will

HAMMEL, GEORGE F., No. 81 Webster-ave., Jersey

City Heights; scalp wounds; taken home.

HASKELL, CLARA, No. 101 West Fifty-second-st., New-York; broken ankle; St. John's Hospital; will

JACOBSON, AUGUST, No. 428 Fourth-ave., New-York: leg badly crushed, body injuries, backward dislocation of knee; St. John's Hospital; condition serious.

KIMBALL, HARRIS, thirty years old, No. 122 Lin coin Place, Brooklyn; concussion of spine and bruises of body; at St. John's Hospita; will recover.

LARKIN, FRANK. No. 7 Ninth-ave., contusion of spine: St. John's Hospital; will recover. LIVINGSTON, WILLIAM, No. 662 Lorimer-st., Brooklyn.

LYNCIL, WILLIAM, No. 985 Park-ave., New-York; fracture of tibs, Pott's fracture of left ankle, contusions and scalp wounds; St. John's Hospital. M'CAFFREY, THOMAS F., No. 415 East Fourteenth-

st., New-York; scalp wound, taken hor MORROW, THOMAS, No. 1.325 Boston Road, Morrisania

RECURINTZ, HUGH, twenty-two years old, No. 2428

Second-are, New-York, arm broken in two pieces, scales, wounds on wrist and scale; St. John's Hopital; will recover.

THOMPSON, JAMES B., No. 102 West Sixty-fourth.

injured and wounds on body; St. John's Hospital condition serious. YOUNG, EDWARD W., No. 221 Hancock-st., Brook-

lyn; bedly cut about the head; taken home.

New-York: internal injuries, concussion of brain; St John's Hospital; will recover.

WEISS, EUGENE M., No. 227 West Sixteenth-st. thigh and also chin; St. John's Hospital; serious

WHO IS TO BLAME FOR THE DISASTER! WHO IS TO BLAME FOR THE DISASTER!

It is hard to say who is to blame for the accident. The regular train from Manhattan Beach had passed through Berlin on its last trip to Long Island City. The crowds had been so great at Manhattan Beach all day that an extra train was put on. When it reached Berlin it was blocked. The red signal on the protection post of the blocked part of the track should have been in sight, so as to prevent any train from the secone of the accident kept coming to from the Long Island City station from many sources, it variously stated the dead to be from ten to thirty, and the wounded as high as a hundred lone man, who had come up by the road, said the was blocked. The red signal on the protection as blocked part of the track should have been in sight, so as to prevent any train from been in sight, so as to prevent any train from passing the protection post into the block. man says that the signal was set, but that the engineer of the Rockaway Beach train dis regarded it and ran his train past the protection post. As far as could be learned, only one person saw the accident happen. According to him, the engineer of the Rockaway Beach train is to be

William Swith, of No. 78 Linden-st., Brooklyn, was visiting at his brother-in-law's house at Berlin, about three hundred feet away to the east from the protection post. He went to bed early, but could not sleep. About 11 o'clock he arese and sat at the window. He saw the regular Manhattan Beach train go on toward Long Island City. Then came the extra train, which he said he saw blocked and the signals were set as they should have been. In a short time he saw the train begin to move Suddenly he heard a shrill whistle, and then the ramble of a fast-coming train. Quick as a flash the locomotive crashed into the train in the block The coupling broke between the third and fourth cars of the Manhattan Beach train.

The engineer took the engine and the three cars to Long Island City. What he had left behind him was something horrible. The big engine of the Rockaway train had cut the last cor of the Manhattan Beach train in two. It smashed the other car and threw it on its side against the bank to the right. The watchmen in Haberman's manufactory, which is only a few feet away from where the disaster occurred, ran out upon the track as soon as they heard the crash, and William Smith ran from his brother-in-law's house to the scene Berlin is about two and a half miles from Long Island

### A DENSE FOG PREVAILED.

Every place in the neighborhood of Long Island City is enveloped, with more or less regularity, with a dense fog, which arises from the see which abound in that region. The fog was unusually dense on Saturday night. There no light on the track or on the scene. The few men who were on hand looked across to the westbound track. There they dimly saw through the fog an iron monster snorting loud, and through the night came the cries and the means of dying men and women, and children, too. There had occurred another slaughter on the Long Island Railroad.

Willing hands at once set to work to relieve the sufferers. Only a few torches could be procured, and the light they cast was ghastly enough to make a man with strong nerves weaken when the car heard such wails of helpless wretches. No one attempted to touch the dead. All en-

breath of life in them. There probably were a hundred persons in the wreck. As time flew by more light was secured, and the rescued

a hundred persons in the week. As time flew by more light was secured, and the rescued ones were taken into Haberman's factory.

WERE THERE PHYSICIANS ON THE SAFE CARS!

There was no medical help near. It was said that there were physicians on the cars of that portion of the Manhattan Beach train that had gone. But no help could be had from them. The telephone was used again and again to call up Long Island City. But all to no purpose for a long time.

At last word was received at Long Island City of what had happened. Then a locomotive was brought into use to take Drs. Valentine, Kennedy, McKeon, Fry, Bumster, Doyle, Eurke and Spacth to the wreck. When they arrived there was more light upon the scene. They saw a man thrown across the boiler of the engine, caught so that he could not save himself from roasting They saw a young woman with a beam of wood running right through her abdomen, pinned fast under the car. They saw a boy crushed urder with thim, Dr. Gkicon L. Knapp. A physician was with him, Dr. Gkicon L. Knapp. A physician was placed in a carriage and driven to his home, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fone, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fone, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fone, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fone, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fone, No. 30 West Fifty-first-st. He was unconscious. The same placed in a carriage and driven to his home, No. 30 West Fifty-first-st. He was unconscious. His clothes were covered with bins fore was white as marble. Then followed the other poor unfortunates. He was dayling the event below the other of the wounded except lunch with him, pr. Gkicon L. Knapp.

The followed the other poor unfortunates. He was dayling the event face was white as marble. Then followed the other over seventeen injured persons in than the control of t

of the boiler of the engine stove in, and great

timbers filling up the hole, and they saw in

The rest was under the car. All around were

the dead and the dving. Some died hard, and

fought hard to live. Others died thankful for

their release from terrible pain. In time the

wrecking train came, and time brought the of ficials of the road and the relief train.

REMOVING THE DEAD AND INJURED.

The dead were placed on the floor along the

wall on the ground floor of Haberman's factory.

The living were put into the relief train. Three

of them died on their way to Long Island City.

From midnight until daybreak the work continued

and then the dead were all found and the living

and then the dead were all found and the hiving injured all taken away. After sunrise there came grocers' wagons, butchers' wagons and hay wagons. For more than an hour, over an awful road they carried the dead to Newtown, where the morgue stands. Then all day long and all the evening, too, the door swung open to allow some sad face to look upon the dead face of a relative or a friend. If the lost one was dead and was there the scene was touching. If the missing one was not to be found in the ranks of the dead new hopes arose in the breasts of the sorrowful people who called at the morgue.

WHAT THE EAILROAD OFFICIALS SAID.

Blood said that he could not, with prudence, give

any expression of opinion as to how the Rocka-

way Beach train came to telescope the Man-

way Beach train came to telescope the Manhattan Beach train. Hugh O'Neill, he said, was the watchman at Haberman's, but he did not know the name of the man in the ratiroad tower. The engineer of the Rockaway Beach train, he said, was Kronkite. Some others said, however, that his name was Mangin and that he lived at No. 169 Eaglest, Brooklyn. Donaldson was the name of the engineer of the Manhattan Beach train. It was learned that the towerman's name is Robert J. Krott.

General Manager Reynolds said that there would

is Robert J. Knott.
General Manager Reynolds said that there would
be an investigation made to-day. When asked to
explain how the accident happened, he said
it happened because the block was not kept closed.
He denied the stories that the coupling of the
Manhattan Beach train had broken, and so caused
the disaster.

The first passengers to arrive in Long Island lity from the scene of the disaster were those

who, seated in the first three cars of the Man

hattan Beach train, had come through, after

the shock, without stopping. They were none

sible at that hour of the morning, when employes were all away from the railroad yard, a special train was sent out to the scene of the wreck, and following it went the wrecking train The "special" had a single car. It bore Dr. J. F. Valentine, the Long Island Railroad Company's physician, and Dr. P. H. Bumster, home surgeon of St. John's Hospital; Dr. John Francis Burne, attending surgeon on duty at St. John's Hospital, and Drs. Kennedy, Fry. Ballantine and McKeon. Dr. Doyle, of Long Island City, was left to arrange for the landing of the wounded on their arrival from the wreck. With the physicians went Fathers Maguire, Foley and Dougherty, and a dozen train hands to help in the rescue.

After the departure of the relief train new

BRINGING IN THE WOUNDED.

It was 4 o'clock before the relief train re

turned. In the mean time the few ambulance

station and up as near as possible to the track on which the car bearing the wounded was ex-

on which the car bearing the wouldances. Other vehicles had to be secured. Three or four wagons belonging to the Long Island Express Company were pressed into service. Straw was spread over the boxes of the wagons, and these

spread over the boxes of the wagons, and these conveyances also were drawn up near the track. Bandages and splints, blankets and stretchers had been provided in abundance. Awaiting the train were twenty or thirty men. They walked back and forth on the station platform. Electric lights at stated intervals down the walk sputtered feebly in the mist and added to the general air of gloomy expectancy that pervaded everything.

everything.

A whistle in the distance sent a chill through

every one. The car bearing the wounded came slowly down the track toward the ambulances and the men. Pefore it ran the great black hulk of an engine that was without light. On the forward platform of the car itself was a red lantern: it looked like a spot of blood. Within was a dim

TERRIBLE CONDITION OF THE INJURED.

The wounded were taken out by the rear

to hands upheld to receive them. The first to be taken was Oscar Dietzel. As he was lowered

slowly down on his blanket the horror of that

car and the awfulness of the accident that placed

so many human beings in such a condition ap-

peuled strongly to the men standing about. Diet

zel was mangled frightfully, though he still lived, and he did not die until placed on the operating table at St. John's Hospital. Harry

The FREE-FOR-ALL

TUESDAY, AUGUST 29, AT FLEETWOOD PARK.

Walter E., "The Missour Cyclone,"
Little Albert, "The California Herricane,"
Ryland T., "The Kansas Phantom,"
Martha Wilkes, "Pride of Massachusetts,"
Directum, "The Black Whirlwind of the Pacific,"
Geneva, "The Canadian Thistle,"
Greenloof, "The Minnesota Historia,"
Greenloof, "The Minnesota Historia,"
Lerd Clinton, "The Arkansas Terror."

Meet in the greatest free-for-all that on record.

Three great races—Trotting and Pacing.

Take Harlem trains to Melrose Station.

of them seriously hurt.

Some had slight scalp

The officials of the road did not want to talk about the accident. General Superintendent

at the morgue.

Buck, the son of Colonel E. A. Buck, who was killed outright at the wreck, was next taken out. 12c was not as badly wounded as Dietzel. A physician was with him, Dr. Giscon L. Knapp.

adding Dr. Burne, the attending sages, at the Burnster, the house surgeon, at the operating table or by the bedside.

At this hospital were many pathetic meetings yesterday. Mothers came to find their sons or daughters, wives their husbands, friends their friends. Always the Sisters received the callers with sympathy. If the one for whom the caller sought was in the hospital the visitor was taken immediately to the invalid's bedside.

One of the callers was Mrs. Philip Diehl, of No. 112 West One-hundred-and-twenty-fourth-st. She came to see Oscar Dietzel. She could not see him. It was he who had died on the operating table shortly after arriving at the hospital. Dietzel was Mrs. Diehl's son-in-law. Only an hour before she had found her daughter, his wife, in the morgue at Newtown. Her grief was intense. Dietzel and his wife had been married a little over a year. They had had one child, but it had died. That was three weeks ago. The father and mother were taking their first little outing together since the child's death. They had gone to Manhattan Beach to see the fireworks.

S. D. Affleck, of No. 83 Beaver-st., New-York.

fireworks.

S. D. Affleck, of No. 83 Beaver-st., New-York, who called at the hospital to see the Graevens, told of his narrow escape. He had been at the beach with the Graevens all day, but-just before coming home he had met a friend, who had insisted on his going back to the city with him by the way of Boy Ridge. One of the Graevens had been accounted in the contraction of the Graevens.

by the way of Boy Ridge. One of the Grievens is dead, two are seriously injured.

Several people called to get intermation concerning women friends, who cared neither to have their own names known nor to make known the names of the ones they sought.

A DISCUSSION OVER THREE BODIES.

A strange discussion arose early in the morning in the Long Island Railroad station between Dr. Valentine, the company's physician, and Judge Kayanagh, a police justice of Long Island City. It was just after the wounded had been taken from the relief car, and while the three dead bodies still the relief car, and while the three dead bodies still remained. The discussion was over the bodies. It was the doctor's intention to have them taken to the Newtown Morgue, where the dead who had died at the wreek were taken. But Justies Kayanach maintained that the bodies properly belonged in Long Island City. He said that the three persons had died in Long Island City, and therefore their bodies should be taken care of by the Long Island City coroner, Dr. W. W. Memers. Dr. Valentine said that the victims had not died in Long Island City and that their bodies should not be taken to the Long Island City Morgue. Dr. Valentine succeeded in carrying his point, and the bodies were taken to Newtown and given in charge of Coroner Brandon. of Coroner Brandon. -

EXPERIENCES OF THE PASSENGERS.

all over his body. The shock too contributed to Island City about it o'clock. There were, I think, seven cars on the train. I was sitting in the last rushed by The rear car was smashed in-bmithereens. As soon as I recovered myself I found a man lying on my back, I fortunately of the carriage, I heard escaping steam, and soon as I pulled myself together I climbed out scene of the wreck trought interests and buckers of water. They also opened the gates of the chemical factory, where they labl seven dead bodies. A little distance from where our car was lying I found a man gasping out his life. I found oth wreckege.

TWO QUEER INCIDENTS

"There were two queer incidents at the wreck Although the Rockaway Beach train was going as terrific rate. I think the shock of the collision acted better than any brake could have done. I noticed that a pair of wheels, probably the rear wheels of the end car, was lying on the cow-catcher of the Rockaway train. I think these wheels did more to injure the engine than anywheels did more to indicate thing else. One poor fellow was lying on top of the Rockaway engine's boiler. He had been scalded to death. The impetus of the train was so great that as I looked up from the bottom of the embankment I saw the wrecked engine five car lengths ahead of our disabled car.

"Another queer thing I noticed was that the two the only ones that remained of our whole train. I thought for a moment that the other five had been completely wrecked, but I could see no wreck-age. It then occurred to me that the force of the impact on the car couplings had been so great as to smash them. This is not improbable when we consider that the last car of our train was completely destroyed. I suppose the car in which t was sitting was forced upon the platform of the car which preceded it, and the shock broke the car couplings. I presume the engineer did not stop because he received no signal from the conductor. who was in my car at the time of the accident. But, at the same time, I think he should have stopped the train, and allowed the unburt people to aid the wounded, instead of skulking away a

ward platform of the car itself was a red lantern; it looked like a spot of blood. Within was a dim light and death. There were four or five men on the front platform, and on the back platform two red lanterns shone, and there were also men. As the car came by the odor of medicine was strongly noticeable, and there was a low mouning sound. Within the car men could just be seen moving about and stooping down. As the car stopped, for some unforeseen reason, or because it was just 4 o'clock, the electric lights throughout the station went out. The place was in total darkness. The fog was still thick and it was yet too early for daylight. Lights could not be found, and so the work of transferring the wounded from the floor of the car to the ambulance began with no other light than that of the red lanterns,

TERRIBLE CONDITION OF THE INJUREED. "I attribute the accident to the nature of the country and to the thick malarial mist which was then about us, and to the fact that ours was not blame for allowing one train to enter a block be-

for the previous train had left it.
"I witnessed a pretty incident after the accident.
I saw standing against the wall, in the dark, a
family of Germans. There were six of them, and three of this number were little children. were Germans who had evidently been on the Rockaway train. They were all hysterically joyful that they were reunited. They demonstrated, by that they were exceedingly joyful. They were hugging one another as if they had never expected to meet again in this world. They fondled and felt of one another in a manner which betokened their belief that it was almost

"William Hyde, of J. M. Hill's company, who sang with Sousa's band, was sitting opposite to me when the crash came. The lady he had with him had a fearful bruise on the side of her head and was hysterical. Mr. Hyde had his head badly cut

DOCTOR KNAPP JUMPED JUST IN TIME Dr. Gideon L. Knapp, together with Colonel Elisha A. Buck, the owner of "The Spirit of the

Buck went into one of the forward cars, while his father and Dr. Knapp remained in the last car.
Dr. Knapp suddenly looked up and saw the headlight of the approaching train.
"We will have to jump for it," he said to Colonel

Buck, as they both rushed to the rear door of the car. Dr. Knapp jumped and fell into the ditch. Colonel Buck delayed jumping until too late. He was instantly killed, Every bone in body was broken. Dr. Knapp was unhurt Harry Buck was badly burned and his head was cut. He is now lying dangerously iil at his home, No. 30 West Fifty-first-st. Dr. Knapp brought him home yesterday morning, and later went to Long Island City for the body of Colonel Buck.

Martin Cox, twenty-five years old, is a member of the Pica Club, which is composed of the He went on Saturday with about forty other mem bers of the club to Rockaway Beach. He was sitting in the first car of the Rockaway Beach train when the collision occurred. He says the train was going so fast as to excite alarm among the women passengers. "When the collision came he said. "I was thrown down. Then I became unconscious. As soon as I recovered consciousness I staggered away, my face all covered with blood. In a mement I fell down in an open lot. I was again restored, this time by some one pouring water on my face. The scene around me was terrible. I was suffering greatly, but I got no at tendance from any one. My hurts were mainly internal, and no one paid any attention to me Cox was assisted to his home, at No. 431 East Fourteenth-st., where he is now lying with a scalp wound and severe internal injuries.

### WILLIAM LYNCH'S PITIFUL STORY

William Lynch, the proprietor of the billiard Park-ave., and who is one of the badly wounded. lying yesterday at St. John's Hospital, Long Island City, told feebly his story of the crash, Lynch was suffering from fractured ribs, a Potts fracture of the left ankle, various contusions and many daged on a cot in the lower ward of the St. John's Hospital, and on either side of him were those above him, near unto death, lay the man who sat the attending surgeon on duty yesterday after-noon, had just finished making a thorough exsprained ankle and bathed the great open cuts on the scalp, when the wounded man told his story.

train, and were seated in a row on one of the long seats that run from the centre cross-seats to the end of the car. Beside me was Alexander Grillett: they tell me the poor fellow was killed outright"and Lynch clutched his hands "and James Thompon and Eugene M. Weiss. We were talking and

laughing together. not think anything of it. I supposed probably there was a train in front of us, as there was. I don't know what it was that impelled me to lean forward, but I did so, and on the instant eaught the red gleam of the headlight of the Rock than a dozen yards away. I jumped up and said, nember only that I felt the car ge up in the air, feeling came over me." Mr. Lynch lifted his hands over his head and moved his arms this awful moment remained with him. "After that I remember only that there was a The poor man could not talk any more. Even the

of that moment when with the glare of the head-light of a locomotive full in his eyes, the frightened

William H. Blood, General Superintendent of the

train crashed into the rear of the Manmattan Beach train.

"The tower man of block No. 5, whose name is Robert J. Knott, says that his danger signals were set for the block. The engineer of the Rockmway train asserts that the signal for the block said clear, and that on the 'clear' track he ran ahead rapidly. Which of these statements is true an ovestigation will probably determine.

Superintendent Reced would make no estimate as to the material damage done. Two cars were completely demolished, a third badly smashed and the others more or less damaged. The engine of the Rockmway Beach train was not totally wrecked. The boiler was bent and stove in and the smokestack flattened down; but the mechanical part of the engine itself, Mr. Blood said, was not damaged to the extent of \$10.

### COLONEL ELISHA A. BUCK.

HIS FAMILY OUT OF TOWN AT THE TIME OF THE PATAL ACCIDENT-FOR MANY YEARS HE HAD BEEN EDITOR AND PROPERTION

Elisha A. Buck, who was known familiarly among even years old and was a native of Berkshire n which he met his death came, his wife and his reached their home at No. 30 West Fifty-firstat, at II o'clock last evening, in response to a tele gram telling of the accident. Mr. Buck's first success in business was achieved thirty years ago, under the auspices of Dean Richmond, who was at that time president of the New-York Central and Hudson River Railroad.
Mr. Richmond put him in charge of a line

propellers at Green Bay, Wis., which were run in connection with the New-York Central for land and in Cincinnati, where he was married. the manager of the Transportation Company "The Spirit of the Times," October 1, 1875, and re-mained in partnership with George Wilkes until September 25, 1879, when he purchased his interest also, and assumed the complete control of the paper, which he held to his death. He took considerable interest in theatrical affairs.

and numbered among his intimate friends such well-known members of the profession as Irving Florence, Sothern and McCullough. He was some-thing of a yachting man, too, and owned at one time the Promise and the Rambler, a steam yacht which he sold to Allen Thorndike Rice. While living in Cleveland he became interested in trot-ting, and during his stay in Euffalo he was one of the directors of the Buffalo Park. He was instrumental in getting up racing circuits in various parts of the country. He owned trotting horses and racing horses at one time. Harry Harley, following year, with a race in the 2:30 class for 150,000, an unheard-of figure in those days, he won, the best time being 2:27. Curiously enough, Harry Harley collides in the first heat with Lady Augusta, and there was a second heat, in which Mr. Buck's borse was declared the winner, its owned Plato.

sengers on the Manhattan Beach train. Harry

To Cleanse the System

Lifectually, yet gently, when costive of billious, or when the blood is impure or sluggish, to permanently cure habitual constitution, to awaken the kidneys and liver to a healthy activity, without irritating or weakening them, to dispel headaches, colds or fevers, use strup of Figs.

## AMERICAN WATCHES.

THE EXHIBIT OF DOMESTIC MANUFACTUR-ERS AT THE WORLD'S FAIR.

ONLY TWO FIRMS REPRESENTED-WHY THERE ARE NOT MORE EXHIBITS-WOMEN AS WATCHMAKERS-HISTORIC WATCHES OF THE LOAN COLLECTION.

Chicago, Aug. 23 (Special).-If one takes into ac-

count the extent of watch manufactures in the United States, then the American exhibit is not up to the scratch. It is excellent as far as it goes. But it does not go far enough at this, the greatest of all World's Fairs. Two firms or makes only are represented, the Waltham and the Waterbury. Neither the Howard, which is high grade, nor the Elgin, the biggest and most popular watch concern The Howard is the in the Northwest, are "in it." only American make of exclusively high grade. Perhaps for this reason, and that it is a Boston firm, there is not so much surprise over its ab-sence. The Eigin is nearer home, thoroughly Western and expected, like everything in the West, to enter into the spirit of the Fair. But the Elgin watch is conspicuous by its absence, and comment is general. Watchmaking people are somewhat reticent, but nevertheless there is but the one story of explanation, and it is straightforward. It is pretty well known that the Elgin plant is an offshoot of the Waltham works. The young firm that branched out on the Illinois prairies was founded by former employes of the Waltham firm. It has grown until it does not need the push of advertising, and it is to the West what the Waltham is to the East. Instead of rivalry, there has been something of fraternal interest between the old and new business. For reasons best known to themselves, the Waltham and Elgin people entered into an agreement not to place exhibits at the Fair, Each firm was to hold aloof, resist all temptations of the Columbian show, and have nothing to do with its glory. This, in substance, is said to have watch concerns. But soon after the Waltham firm changed its mind, and without informing the Elgin firm of the change went ahead with extensive learned the facts they were astounded, and before represented at the Columbian Exposition. But what more serious, the Elgin firm regards the action of the Waltham people as one of bad faith. The above story is repeated in watchmaking circles with more or less comment, but in substance al-

The Waltham exhibit is placed in fine style and at much expense. Its handsome open pavilion is one of the most prominent in the American Section. One gets some idea of the money expended in preparation by the dozen or more nickel-plated source of never-ending interest to visitors and Waltham works. Of this number 1,800 are women. The Columbian Exhibition is fast disclosing the fact that in many manufactures the work of men and women is inseparable. Manufactures heretoore supposed to be the work of men are found making alone women are doing the larger share. When asked his opinion of women watchmakers, the foreman of this exhibit said promptly:

"Our experience is that in many lines of the work women are superior to men, and in all lines women end a machine as well or better than men, so long natural to men and not to women. It crops out in the small boy, but seldom or never in the little sure to be diverted from it sooner or later by mar-

is an electrical two topics or as a life work or in the votable of the same that the same that are with an electrical from a sound or faired by an electrical from a sound of the faired by a second or faired and the same from a second from the faired by an electrical from a sound of the faired by a second work, has a woman at the beat of it. She is more than the same from a second from the faired by the

mustard seeds—a compound of refined and concentrated vegetable extracts. Put up in sealed vials, always fresh and reliable; a convenient vest-pocket remedy. They're quaranteed to give satisfaction, in every case, or your money is returned. Any experimenting with Catarrh in the Head is dangerous. Serious troubles result from its being driven to the throst and lungs. Dr. Sage's Catarrh Remedy, by its mild, soothing, cleansing, and healing properties, completely and permanently cures the very worst cases. Its proprietors offer \$500 reward for any incurable case.

# Reed & Barton,

37 Union Square, N. Y.

London. John Milton's watch has a small oval, silver case, and raised points on the dial by which the blind bard told the time. An astronomical watch in shell-enamelled case, with big round open face, of the seventeenth century, was carried by Sir Isaac Newton. A curious watch is in three metal cases, open face with bright picture landscape, dated 1771. and made in Kilmarnock, Scotland This was Rob-

ert Burns's watch. The smallest watch in the collection was carried by the ill-fated Lady Jane Grey. It is an open face silver case, with enamelled dial, and about the circumference of a coin dollar. Near it is Queen due enamel. Both are of the sixteenth century, the first of Swiss make, the other made by Jenbi, of Paris. These are the only watches carried by women in the collection. Another royal watch bepiece. It is a big silver, open face watch, with second hands set on a plate. This also is of English make, by Fitter of London, and of the sixteenth cen-A beautiful shell case, silver-mounted watch, dated 1656, was carried by William of Orange. Lord Nelson's watch, which he himself presented to Cap-tain Rose of the Victory, has a large silver case, with the figures almost at the centre of the

Besides the historical watches there are six hundred antique watches, not less curious, of the early seventeenth and eighteenth centuries. The larger swiss and French, while less than a dozen are Dutch, three or four German, two made in Dublin, and one in Vienna, They include rare cases, some set with turquoises, some with rubies, others English enamelled and English repousse, twenty-two carat; silver and copper enamelled; silver, pinch-beck and shagreen; metal and silver, and shell. The works show even greater variety. One of these watches has the inscription inside the case—'Louis XIV, mort en MVCCAV.' It is a Verge, seventeeenth century. French make, But one watch in the whole number is authenticated as made by a woman—Anne Dunion, of London. It is a curious timepiece, of seventeenth century date, in a leather case, with enamelled fial. One of the most beautiful watches is an English chronometer, of eighteenth century date, said to have belonged to the King of Spain. The gold case is in the form of a pear, exquisitely enamelled, with a bouquet of bright flowers on dark red color. A grim concett is an early seventeenth century watch, in a silver case, in the form of a skull, and on the fill an engraving of the "Day of Judgment." The maker is unknown, but it is supposed to be of French manufacture. Among these antique curiosities is a cylinder musical watch, and a large horizontal one-quarter repeater, with hand-painted marine picture on the dial, representing ships in the distance, and near the shore. Neptune in a shell sporting with anymphs. Around the rim of the dial are the words! "Comerclo Felicidad Mundo."

Just around the corner, so to speak, is the Waterbury Watch Company exhibit, in a picture-gue pavilion of ivory, white and gold. The Waterbury is a handsome display, and a surprise to those who recall its humbug beginnings fourteen years ago. Its early career made the Waterbury timepeer of miscendies "wind" made him bappy, and also the envy of less favored boys, who depended on their family clock or the schoolboys lead. To drop his Waterbury on the sidewalk or toss it across the yard for fun north, and the world for a boy. It was so cheap for a mad Swiss and French, while less than a dozen are Dutch, three or four German, two made in Dublin,